



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

### Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.


### About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>

HE2791  
U55  
58

STANFORD  
LIBRARY

GUIDE  
— TO THE —  
UNION PACIFIC RAILROAD  
LANDS.  
\$12,000,000 ACRES



3,000,000 ACRES  
— IN —  
Central and Eastern Nebraska.  
NOT FOR SALE.  
in Temperate climate, enterprise and  
OMAHA, NEB.:  
LAND DEPARTMENT UNION PACIFIC RAILROAD COMPANY,  
1878.  
Herald Steam Printing House, Omaha.



## INTRODUCTION.

**P**REVIOUS to the building of the Pacific Railroad, the vast territory through which it passes was comparatively unknown, and the opinions entertained respecting its resources and utility were vague and uncertain. These opinions have already, to a great extent, been modified. Although but a few years have elapsed since its completion, the influence of the Railroad upon the development of the West has been felt as a mighty power of civilization. A more accurate knowledge of this extensive region has established the fact that it possesses all the essential elements of material wealth and greatness. The westward movement of immigration has received a new impulse from the opening to settlement of the Trans-Missouri country, and thousands from the older States and from Europe have found new homes on the line of this great railroad. In order that a still more definite understanding of the territory traversed by the Union Pacific Railroad, and its connections with other sections of the country, may be obtained, careful attention is asked to the three maps which accompany this pamphlet.

**THE FIRST MAP**, on the cover, shows the United States, with a portion of British America on the North, and Mexico on the South. The lines of latitude and longitude are given, so that the locality of any point on the Union Pacific Railroad can be compared with the localities of places in Europe, or other parts of the world. The line of the great Pacific Railroad, with its connections stretching from the Atlantic to the Pacific ocean, is shown in its relative position on the North American continent.

**THE SECOND MAP**, drawn on a larger scale, also exhibits the Union Pacific Railroad, its connections and Land Grant. It is more especially designed to represent the Great Central Belt of the North Temperate Zone, within which is concentrated the mass of the population, enterprise and wealth, and the educational, agricultural and manufacturing interests of North America.

Study this map carefully; the boundaries of the State, and the localities of important points are correctly shown. Observe the central location of the Union Pacific Railroad lands. They are between the 40th and 42d parallels of north latitude, and midway

edicated by odd numbers belong to the Railroad Company, the even numbered sections within the same limits are reserved by the Government for actual settlement, and can be obtained only under the provisions of the Homestead, Pre-emption and Timber Culture laws. By this means the Government lands are kept out of the grasp of the speculator, and preserved for the settler and his children.

### THREE CLASSES OF LANDS.

The lands on the line of the Union Pacific Railroads may be divided into three classes, each class having its peculiar advantages, and receiving its designation from what seems likely to form its predominant business, viz: Agricultural Lands, embracing the State of Nebraska within the first three hundred miles west of the Missouri river; Grazing Lands extending from the Forks of the Platte through the Laramie Plains in Wyoming; the Mineral Lands, comprising the territory between the Black Hills and Wataatch Mountains, in Utah.

### LANDS IN MARKET.

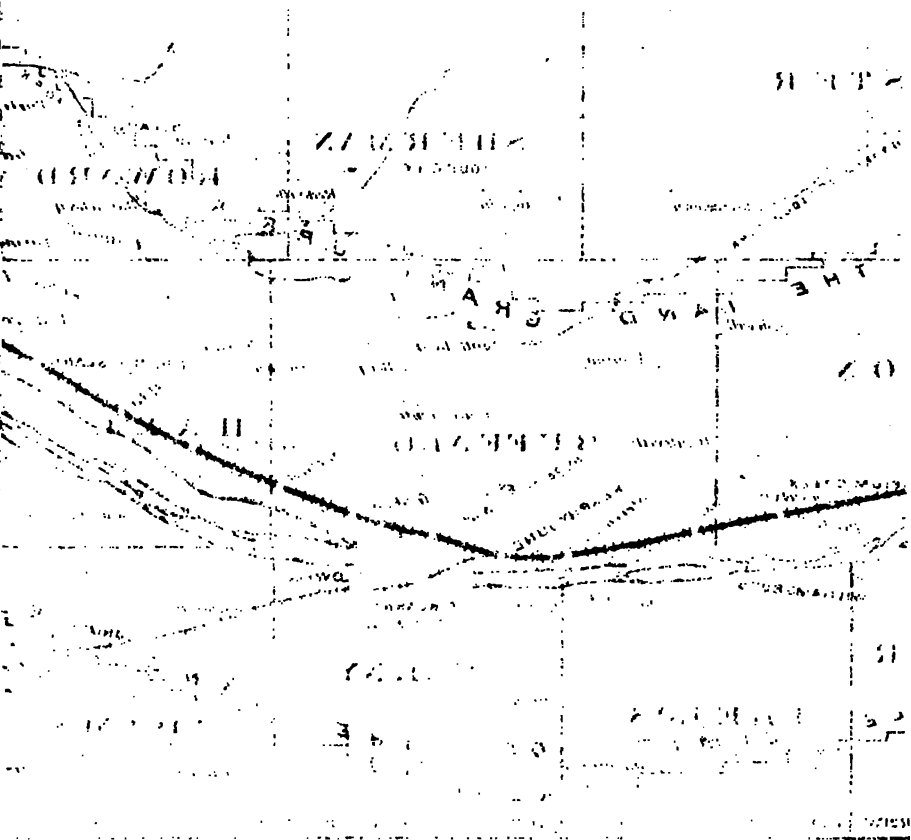
A portion of these lands, extending through Nebraska, and embracing parts of Utah and the valley of Salt Lake, have been placed in market by the company, and are offered to purchasers at low price and upon very favorable terms of payment. Equal facilities for obtaining pleasant homes, and acquiring competence and independence, have never before been presented to the immigrant and settler.

THE  
JOURNAL OF THE  
AMERICAN  
MEDICAL ASSOCIATION

the  
on  
two  
f  
ni  
00  
Ch  
ri  
an  
ste  
sar  
ner

on  
te  
5  
eer  
al  
ro  
m  
ol

its  
an  
il  
ee  
ty  
an  
er  
n-



### CLIMATE.

The climate of this State is the most delightful and healthful of the temperate zone. It is milder than in the same latitude in the Eastern States, and the atmosphere is dry and pure. Statistical tables, carefully compiled from a series of observations extending through many years, show the following mean temperature; spring, 49 °; summer, 74 °; fall, 51 °; winter, 31 °. Mean and annual temperature, 51 °.

The heat of summer is tempered by the prairie winds, and the nights are cool and comfortable. The autumns are like a long Indian summer, frequently reaching into the latter part of December. The winters are usually short, dry and invigorating, with but little snow. Cold weather seldom lasts beyond three months, with frequent intervals of mild, sunny days. The fall of snow is generally light, always dry, and remains but a short time upon the ground.

The roads in winter are hard, dry and smooth. The greatest amount of rain occurs during the agricultural months, affording sufficient moisture for the growth of the soil. During fall and winter, the weather is usually dry.

### HEALTHFULNESS.

Among the most attractive characteristics of Nebraska is the wonderful salubrity of its climate. This fact is universally admitted by all conversant with its history, and fully sustained by medical statistics. From its central location it escapes at once the cold, long winters of the Northern, and the hot, relaxing influence of the Southern States. Distant from the oceans and great lakes, it is exempt from the chilly, damp winds, mists and fogs, so prevalent in the countries bordering on large bodies of water. There are no swamps nor stagnant pools, and fever and ague, and other disorders arising from miasmatic influences, so common in many of the fairest portions of the West, are here almost unknown. No part of the United States is less afflicted with epidemic diseases. The high altitude, bracing character of the atmosphere, and purity of the water, render this State peculiarly favorable to persons predisposed to pulmonary and rheumatic diseases. Many thus afflicted have been greatly relieved or entirely cured by a residence here.

### RAIN-FALL.

The following table, which is compiled from the reports of the Department of Agriculture, at Washington, shows the rain-fall in Nebraska, compared with the rain-fall in other States, for the years

and naturalist, has probably traveled over the State more extensively than any other person, says: "No map that I have seen does justice to the numberless small streams that are found in this State. I have frequently come across small streams, with beautiful bottoms, where even the published plats of the public surveys failed to indicate them. In fact there are large areas of the State where running water can be found on every section, and often on every quarter section of land. Where such water resources do not exist, it can be easily obtained by digging or boring to a certain depth."

The water of the streams is clear, sweet and pure; that obtained by digging, though it is what is generally termed "hard water" from the solution it contains of carbonate and lime, is cool, palatable and healthful. Water is obtained in the valleys at a depth varying from ten to forty feet, and while it is often necessary on the table lands to go to a greater depth, the ease with which the soil can be penetrated makes the sinking of a well comparatively inexpensive. Where running water is not at hand, it has been found by experience to be the cheapest and best way to supply water for stock and for domestic use, to sink a well by digging or boring, and work the pump by a wind-mill. The low prices at which wells can be dug and wind-mills erected, have brought the latter into general use.

### THE SOIL.

Possesses several important characteristics that distinguish it from the soil of nearly all other sections of the United States, and make it one of the most valuable for agricultural purposes in the world. The peculiarities are due to the geological formation of its surface, which are composed of three different deposits, known to geologists as Drift, Loess and Alluvium. The first of these deposits constitute the surface soil in some places, but is generally found directly below the Loess. Where the Drift comes to the surface, as on some of the hillsides of Lancaster, Saunders and Butler counties, it is indicated by the presence of pebbles, gravel, and sometimes bowlders of considerable size sticking up through the soil. This accounts for the existence of gravel in some limited localities, while over the greater portion of the State the surface is entirely free from these substances. But the deposit to which Nebraska is chiefly indebted for the great fertility of its soil and its superiority as an agricultural State, is variously known as Loess, Lacustrine, or the bluff formation. This is one of the most remark-



Nebraska products from towns on the Union Pacific Railroad during 1876, are a fair indication of the condition of things throughout the State:

## SHIPPED EAST.

Flour and grain.....	135,599,742	pounds.
Potatoes, etc.....	5,545,507	"
Other products.....	2,173,605	"
Live stock.....	2,063 cars, or 41,260,000	"

Total.....184,578,854 pounds.

## SHIPPED WEST.

Flour and grain.....	23,704,701	pounds.
Potatoes, etc.....	13,816,441	"
Other products.....	5,000,000	"
Live stock.....	67 cars, or 1,740,000	"

Total.....44,261,142 pounds.

Making a total of Nebraska products shipped in 1876, of 228,839,996 pounds.

In the production of wheat, Nebraska especially excels. The average yield per acre throughout the whole State for a period of ten years is not less than twenty bushels per acre, while there are many instances each year where, with thorough tillage, the yield has been from thirty to forty bushels. The grain is of a superior quality and commands a higher price in the market than other wheat. Corn is cultivated with great success, particularly in the Platte Valley, along the line of the Union Pacific Railroad. The yield on ground broken in the spring (sod ground) is from twenty to forty-five bushels per acre, and on old ground from fifty to seventy-five bushels. In some cases where the cultivation is more than usually thorough, the yield is still more favorable. Oats, rye, barley, flax, potatoes, and other crops usually raised in the Eastern and Middle States, do remarkably well, and large returns are realized. Sweet potatoes, sorghum, tobacco, etc., are easily and profitably grown. Root crops yield very largely, and it is believed that by soil and climate the Platte Valley is peculiarly adapted to the cultivation of the sugar beet, which forms so large and important a product of France and other countries in Europe.

**FRUIT.**

The freedom from severe frosts during the months of May and September, in connection with the dry winters and warm, quick soil, renders this State eminently adapted to the cultivation of fruit. Apples, pears, peaches, plums, cherries, grapes, currants, berries,

etc., have been sufficiently tested to prove that they can be produced with ease and profit. The intelligent attention given to fruit culture by the leading agriculturists of the State, has been rewarded. In no part of the West are found finer or more productive orchards; and the fruit displayed at recent State and County fairs has been especially remarked for its excellent quality, large size and healthy appearance. At the annual meeting of the American Horticultural Society, convened at Richmond, Virginia, September 1872, Nebraska exhibited one hundred and forty-six varieties of fruit, including fifteen of peaches, thirteen of pears, one of plums, and one of apples, and was awarded the first premium of \$100 for the best collection of different species of fruit. A similar success was achieved by Nebraska fruit at the annual meeting of this same society at St. Louis, in September, 1873, and at Chicago in 1875. Wild fruits, such as plums, grapes, berries, etc., grow luxuriantly in the groves along the streams, and on the prairies, and are a valuable product to the early settler, supplying the place of the cultivated varieties which these have had time to grow.

#### **LIVE STOCK RAISING.**

The fact has been thoroughly established that farming can be carried on successfully, for any series of years, where the land is devoted to grain growing exclusively. Grain growing should always be accompanied with the raising of cattle, horses, sheep, swine, and the country which affords the best facilities for the production of both grain and live stock, offers the best inducement to settlement. This in an eminent degree is the case with Nebraska, and the lands on the line of the Union Pacific Railroad. The production of coarse grains and root crops are not surpassed in any part of the United States, and the rich bottom lands of the valleys of the Platte, Elkhorn, Loup Fork, Papillion, Maple, Shell, Logansport, Pebble creeks, Wood river, Wahoo, Big Blue, and many other streams, present extensive tracts of the finest meadow land in America. The broad prairies, covered with a rich growth of excellent grasses, and abundantly supplied with water, will for years to come furnish wide ranges of free pasturage. The mildness of the climate, freedom from winter rains, light snow-fall, and absence of swamps and low marshes, in connection with the excellent advantages afforded by the Union Pacific Railroad and its branches, render this State peculiarly adapted to stock raising. The soil of the bottom and table lands are extremely nutritious. They consist of varieties known as blue-joint, red-stem, bunch and

### **SHEEP RAISING AND WOOL GROWING.**

The State of Nebraska is admirably adapted to the raising of sheep and the production of wool. The surface of the country is remarkably smooth and dry; the hills and uplands are covered with a sweet, nutritious grass, of which sheep are very fond, and upon which they subsist and thrive during the larger portion of the year. The grasses of the valley furnish an excellent quality of hay. The winters short and dry, and the fall of snow usually light. The atmosphere is healthful, and diseases common among sheep in the older States and damper climates are here almost unknown. The sheep and wool interest in Nebraska has already attained much importance, and is rapidly growing. Every intelligent attempt at sheep farming here has been attended with gratifying results.

### **MARKETS.**

In market advantages Central Nebraska, and the lands of the Union Pacific Railroad Company, are remarkably favored. Along the eastern border flows the Missouri river, affording cheap water transportation to the distant territories on the north and the seaboard on the south. Eastward five competing trunk lines of railway, with branches penetrating every section of the country, connect them with Chicago, St. Louis and other eastern markets. But the market most important to these lands, and the one which absorbs the great bulk of their surplus products, is found on the west, in the immense mining and grazing regions of Colorado, Wyoming, Montana, Utah, and the Black Hills. These territories contain a large and rapidly increasing population of consumers, who depend entirely for sustenance upon the productions of the Platte Valley and Central Nebraska, which are only reached by the Union Pacific Railroad.

During 1876, 228,840,998 pounds of the agricultural products of Nebraska from the line of the road were carried by the Union Pacific Railroad, and sold at far better prices than could be obtained for similar products by the farmers of Iowa, Illinois, and the more Eastern States.

In the early history of other Western States, great inconvenience and many hardships resulted from the want of markets. Settlers were compelled to haul their grain many miles over bad roads and unbridged streams, and then sell at very low prices, until relieved by the construction of railroads. Settlers on the lands of this company find a great railroad already constructed, and long trains, conveying the travel and commerce of the world, daily passing within

convenient distance from their homes, and furnishing at every station a market for their surplus productions, where the highest prices may be demanded and obtained, and from which grain and stock may be conveyed, WITHOUT BREAKING BULK, to the great markets of the East, West and South.

### **TIMBER.**

Nebraska is almost exclusively a prairie State. It contains no dense forests, requiring the toil of a life-time to remove in order to open a farm. Her beautiful valleys and undulating plains are ready at once for the plow, and to reward the first labors of the husbandman with abundant crops; yet there is no scarcity of timber for immediate use. In the towns of the interior, and along the line of the railroad, wood for fuel is sold at prices often lower than in many towns of the same size in the older and timbered States. Along the margin of nearly every stream, on the bluffs, and in the ravines, more or less timber is found, often expanding into extensive groves. Among the settlements where the fires are kept out, trees spring up spontaneously, and grow with great rapidity. Large tracts which, but a few years since, contained not a single shrub, have thus become thickly covered with a thrifty growth of young timber.

The principal indigenous trees are the cottonwood, elm, ash, box elder, soft maple, the different varieties of oak, black walnut, hackberry, hickory, willow and cedar. Hackberry is a half hard-wood, unknown in the east. Cottonwood is a light, porous, yellowish-white wood, of remarkably quick, hardy growth. It is much used for building purposes, and, as a fuel, makes a quick, hot fire. It should be the first care of the settler in this State to set apart a portion of his farm for the growing of trees. Ten acres of cottonwood, hackberry and black walnut, planted eight feet apart each way, and cultivated five years, will thereafter supply all the fence posts and fuel required for an ordinary farm. Many farmers in different parts of the State are now reaping the fruits of their foresight and care in this respect, and are abundantly supplied with timber from groves of their own planting. Nebraska has the honor of being one of the first States to encourage the planting of trees by legislative enactment.

### **FENCING.**

Among the most frequent questions of persons contemplating moving to a new State are those relating to the cost of fencing. Well may this subject engage their thoughtful attention. On an ordinary farm in the Eastern States, the putting up and keeping in

## UNION PACIFIC RAILROAD.

pair of fences involves a greater outlay of money and labor than necessary buildings, and forms by far the most burdensome farmer is compelled to meet. In Nebraska the herd law wry with the necessity of fences. Every man is responsible care of his own stock, and the injustice of requiring the farmer, with few or no stock, to devote a large part of his capital and time to protect himself from his more fortunate neighbor's large herd is avoided. This principle has worked well in Nebraska, and gives universal satisfaction. Fencing here is absolutely unnecessary. Cases occur, however, where from force of habit, or of early associations, a farmer will fence his land. For such persons there are, first and cheapest, the sod fence, which answers a good purpose, and costs only the labor and time to build it; second, the wire fence, costing about seventy-five cents per rod; third, the board fence, which may be constructed at a cost of one dollar and thirty cents per rod; but the most popular and least objectionable is the hedge. Of these there are several varieties; that most in use is the Osage Orange. This plant is easily cultivated, grows rapidly, and in three years forms a hedge sufficient to turn stock. Hedges form a good wind break, furnish shade and shelter for stock, and give a picturesque appearance to the farm.

### LUMBER AND BUILDING MATERIAL.

The native lumber is chiefly cottonwood. It can be obtained at moderate figures, and answers a very useful purpose in building. Pine and other prepared lumber is shipped directly from the great lumber markets of the East, *without breaking bulk*, and is sold at convenient points on the line of the road, at prices but little in advance of Eastern rates. Quarries of excellent building stone have been opened at different points; and good brick material is found in every portion of the State.

### MANUFACTURING ADVANTAGES.

The development of the manufacturing interests of this State has not received the attention its importance demands. Nowhere are grander opportunities presented to persons with capital and skill to engage in manufactures, without competition, and with a certainty of realizing large profits. That portion of the State which is most thickly settled is intersected by hundreds of clear, running streams, with ample fall, affording abundance of water power and many fine mill privileges. Although coal, in paying quantities, has not thus far been developed in this State, yet that portion which is tributary to the Union Pacific Railroad is abundantly supplied with cheap

## GENERAL INFORMATION.

### A GOOD INVESTMENT.

**N**O the capitalist, the lands of this company offer a safe and paying investment. A rapid enhancement in their value is inevitable, and large profits are certain to be realized. It is a well established fact that the wealth of this country is largely due to the rise in value of real estate. Many persons have acquired fortunes within the course of a few years by judicious investments in Western lands. Never was there a more favorable opportunity for such investments than the one now presented. The Union Pacific and branch railroads already intersect these lands, and other railroads are projected and in progress of construction. Emigration from the Eastern States and from Europe is largely in advance of any previous year, and is steadily increasing in numbers and improving the character of the emigrants. Money invested in lands at the present low rates cannot fail to produce, in the course of three or four years, a profit of from one to five hundred per cent. To the mechanic or laboring man, who, by careful economy, is able to lay by a small annual saving, the long-credit system presents a rare opportunity to secure a home and make provision for the future support of himself and family. The money placed in land is not affected by "revulsions," nor liable to the fluctuations of "stocks." The credit system gives the man of limited means an equal chance with the capitalist to avail himself of the present low prices, and by the payment of a small annual sum, to become in five years the owner of a farm, and the possessor of a competence and independence for all future time.

### COLONIES.

The advantages of settling in communities are many and important. By moving in large numbers, reduced rates of fare and freight can be secured from railroad and transportation companies. Teams and expensive farming implements can be purchased jointly, and mutual aid rendered in erecting buildings, opening farms, etc. A neighborhood grows up at once, a certain and rapid enhancement in the value of the land purchased is secured. Good society,

schools, churches, postoffices, mills, stores, good roads, and all other conveniences of life, enjoyed in older communities, are created far earlier than is possible where one settler is located at a time, and the growth of population is slow and precarious.

These advantages have been fully realized among the colonies already successfully located at various points in the West, and are attracting the attention of emigrants throughout this country and Europe. The result is, that a large proportion of the emigration of the present season is being accomplished by means of organized colonization. To all such organizations the lands of the Union Pacific Railroad Company offer inducements, in quality of soil, desirableness of location, facility of access, and prices and terms of payment, unequalled by the lands of any other section of the United States, and representatives of colonies will find it greatly to their interests to give these advantages a thorough examination before fixing upon a definite location elsewhere.

Heretofore it has been impossible to obtain lands in a compact body within accessible distance from railroad communication. Half the lands were withheld from market for the benefit of the road, and the remainder were subject to entry under the Homestead and Pre-Emption laws only, and could be obtained but in limited quantities, and then only by actual settlement upon the identical tract. This difficulty is now obviated. The offering for sale of the railroad land opens for occupancy one of the most desirable and inviting sections of country on the continent. This region, lying upon the great Trans-Continental Railroad, in easy communication with all parts of the world, intersected by numerous streams, whose margins are skirted by timber, where mill-sites can be found, and all the various forms of industry successfully pursued, offers inducements never before presented to any people. Excellent selections can be made where the even-numbered sections may be obtained under the Homestead, Pre-Emption and Timber laws, and the odd-numbered sections purchased from the company at low rates and upon favorable terms of payment, enabling communities to lay out town sites, erect mills, build churches and school houses, and make other improvements in the most eligible locations.

#### LOCATION OF COLONIES.

A number of important colonies have, during the past few years, been located along the line of the Union Pacific Railroad. The first one was a colony of Swedes, numbering about five hundred families.



Who settled in Saunders county in 1869 and 1870. These people, of whom many were poor, are chiefly engaged in farming. Their crops have generally been very good; and they have, without scarcely an exception, already succeeded in making comfortable homes and securing a fair competence. They have several churches and a number of good schools among them, and are universally esteemed as a moral, industrious people, and an excellent class of citizens. Wahoo is the nearest town.

Another colony of Swedes is located in Polk county, on the Big Blue, near the town of Stromsburg. They possess the same traits of character that distinguish their countrymen in Saunders county, and are meeting with a similar success.

During the present season of 1878, a third colony of Swedes, from Wisconsin and Northern Illinois, has located in the northern part of Hamilton county.

During 1869 and 1870, a colony from Nova Scotia, mostly of Scotch and English descent, settled in Colfax county, in the vicinity of the town of Schuyler. Uniform prosperity has attended them. Other settlers have followed; and churches, school houses, mills, and improved farms give to Colfax county the appearances and the advantages of an old established community.

A flourishing colony of Danes is located in Howard county, on the South Fork of the Loup river, in a fertile, picturesque country, where abundance of good timber is found. Their principal town, Danneborg, contains stores, shops, etc., and a good flour mill.

In the southeast corner of Howard county, some ten miles north of Grand Island, is a German Catholic colony, which was located in the spring of 1876. They have already put up a neat, comfortable church and school house, and the colony bids fair to become a flourishing settlement. It is called St. Libory, from a town of the same name in St. Clair county, Illinois. The land is near mills, markets, etc., and has stage connections with Grand Island. It offers an excellent location for German Catholic emigrants.

West of this settlement, near the town of Berg, in Buffalo county, is located a colony of Germans from Saxony. Although but recently established, they are constantly receiving new accessions from the fatherland, and have every prospect of soon becoming an important settlement.

The soldiers' homestead colony, composed almost exclusively of American born citizens, is settled in the vicinity of Gibbon, and is a large and prosperous community.



In Dawson county, near the town of Plum Creek, is the Philadelphia colony. These people are chiefly from Pennsylvania, though many of them are of Scotch origin. Their town is growing very rapidly, and business is active and remunerative.

Fifteen miles west of Plum Creek on the famous 100th meridian, also in Dawson county, a colony from Southern Ohio have located near a new station called Cozad, from the name of the first settler. New accessions are constantly arriving, and the indications are that a fine settlement will be established at this point, and that the station of Cozad will become a place of considerable importance.

There is a large Bohemian settlement located in the northwest corner of Saunders and the northeast of Butler counties. These people are a frugal, industrious class, and form a prosperous colony. They have received large accessions to their numbers during the year 1878.

South of Platte river, on the magnificent table lands of Cheyenne and Phelps counties, a colony of Swedes, mostly from the settlements in Illinois, have located. They possess superior advantages, and give promise of making an exceedingly fine settlement.

In all these settlements there is still room for more people. Good citizens are always welcomed. And other localities as desirable, invite new colonies.

### INFORMATION ABOUT HOMESTEADS

The word homestead, as now applied in the United States, signifies a tract of land given away by the government as a free gift, ever, on the single condition that the person accepting shall live upon the land, and cultivate it, and make it his home for five years. It consists of eighty acres, if within the railroad of twenty miles on either side of the track, and one hundred acres if outside of these limits. Applications for the

legal forms, which will be furnished him by the land officer in charge. A fee of fourteen dollars is charged, to cover the expense of surveying and entering the land. Within a reasonable time after making an application at the land office, the settler must commence living upon and improving his land, and thereafter, for five years, he must make the tract his actual home. At the expiration of the five years, or within two years thereafter, on making proof at the land office, by two competent witnesses, that he has complied with the requirements of law, and paying an additional fee of four dollars, he will receive a complete title to the land from the government, and may thenceforth do with it what he pleases.

Homesteads, for five years, are *free from taxation*, and cannot be taken away or sold for debt, but are absolutely secure to the settler so long as he *occupies and cultivates the land*.

Should a homestead settler desire to get a full title to his land before the end of the five years, he can do so by making proof of settlement and cultivation up to date, and paying the government price of \$1.25 or \$2.50 per acre for the land.

### **SOLDIERS' HOMESTEADS.**

Any person, who served at least ninety days in the Union army or navy during the late war, is entitled to a homestead of one hundred and sixty acres on the alternate reserved section of public land within railroad limits, and to have the time of such service deducted from the five years' residence required. The settler must, however, in all cases, live upon and cultivate the homestead at least one year before full title to the same can be acquired.

### **THE UNITED STATES TIMBER CULTURE LAW.**

By a recent act of Congress to encourage the growth of timber on the Western plains, any person entitled to take a homestead is also entitled to 160 acres, 80 acres, 40 acres, or a fractional subdivision of less than 40 acres, on condition of planting one-sixteenth of the tract to timber, and keeping the same in a thrifty, growing condition for a period of eight years. Residence upon a timber claim is not required, and it is also exempt from taxation and from liability of debt until the issuing of the patent.

Along the line of the Union Pacific Railroad, side by side with the lands of the company, are millions of acres of rich government lands that may be obtained under the provisions of the homestead and timber act.

### IMPORTANT TO EMIGRANTS.

Persons with families should not come West entirely destitute of means to brave the hardships of pioneer life. Many have done so and have succeeded, and in a few years have been numbered among the most influential and well-to-do citizens of the State; but it more frequently leads to disappointment, homesickness, and discontent. A capital of \$200 or \$300, after the land is secured, with which to commence operations, would be of very great advantage. An expenditure of \$50 will complete a cabin in which a family can be comfortably sheltered. A neat one-story frame house, with from two to four rooms, can be built at a cost of from \$200 to \$600. Good stabling for stock can be constructed with but little expense by the use of a few posts and poles covered with straw or hay.

Settlers coming West, and having a long distance to travel, should dispose of their farming implements and heavy or bulky furniture. Bedsteads, tables, chairs, mattresses, crockery, stoves, etc., etc., stock teams, wagons, tools of all kinds, and farming implements, better adapted to this country than those left behind, can be purchased here at reasonable rates, frequently at less than would be the cost of transportation. Clothing, bedding, table linen, books, pictures, and other small articles, may be brought with advantage. It is also well to bring choice graded stock, such as horses, cattle, sheep, swine, poultry, etc.

Prices at the West, as in older States, are regulated by the supply and demand. As a general rule, groceries, dry goods, and articles of domestic use that can be dispensed with, are dearer, and the common necessities—meats, flour, grain, potatoes etc.—are cheaper than in the Eastern States. The following may be taken as average prices at this date, September 1, 1878:

Work cattle, per yolk.....	\$ 75 00	to	\$125 00
Horses and mules, per pair.....	100 00	to	220 00
Driving horses, each.....	75 00	to	200 00
Farm wagon.....	70 00	to	90 00
Spring wagons.....	70 00	to	125 00
Harness, double set.....	30 00	to	40 00

#### LIVE STOCK.

Yearlings.....	\$ 10 00	to	\$15 00
Two year-olds.....	15 00	to	22 00
Three-year-olds.....	20 00	to	40 00
Cows.....	20 00	to	50 00
Calves.....	5 00	to	10 00
Sheep.....	\$2 50	to	5 00
Hogs, per pound.....	6	to	6½
Beef cattle, per pound.....	3	to	05

## AGRICULTURAL IMPLEMENTS.

ing machines.....	\$50 00	to	\$700 00
sters.....	150 00	to	200 00
s.....	80 00	to	100 00
and seeders.....	40 00	to	80 00
lanters.....	40 00	to	60 00
planters.....	1 00	to	2 50
hellers.....	8 00	to	85 00
talk cutters.....	40 00	to	60 00
a ors.....	20 00	to	25 00
mills.....			55 00
cutters.....	6 00	to	25 00
rakes.....	25 00	to	30 00
ring rakes.....	5 00	to	8 00
ws.....	8 00	to	10 00
ing plows.....	20 00	to	25 00
g plows.....	10 00	to	20 00
plows.....			75 00
plows.....	50 00	to	65 00
rs.....	175 00	to	280 00
mills.....	90 00	to	150 00
and brass cylinder.....			15 00
pipe, per foot.....	20	to	30

## LUMBER AND BUILDING MATERIAL.

ng, dressed and matched, per M.....	\$20 00	to	\$30 00
per M.....	14 00	to	18 00
g, 1-in., beaded, per M.....	18 00	to	25 00
on boards, per M.....	16 00	to	18 00
scantling, etc., 18 feet and under, per M.....			17 00
ng, per M.....	16 00	to	18 00
es, A, sawed per M.....			3 25
es, No. 1, per M.....			2 00
per M.....			2 00
l doors.....	1 25	to	2 00
per M.....	8 00	to	10 00
per barrel.....			1 50

## HOUSEHOLD FURNITURE.

ads.....	\$2 00	to	\$4 00
sses.....	2 50	to	4 00
.....	2 00	to	7 00
per doz.....	5 00	to	10 00
ng chairs.....	75	to	4 00
ng glasses.....	25	to	4 00
en safes.....	4 00	to	10 00
is, with glass.....	10 00	to	16 00

## WAGES.

nters, per day.....	\$2 00	to	\$3 00
s, per day.....	3 00	to	4 00
rs, per day.....	2 50	to	3 00
smiths, per day.....	2 50	to	3 00
ge-makers per day.....	2 50	to	3 00
borers, per day.....	1 50	to	2 00
akers, per week.....	15 00	to	20 00
hands, per month (including board).....	15 00	to	20 00
, per annum.....	500 00	to	1,500 00
ers, per annum.....	300 00	to	2,000 00

ed to the purchaser, and the other retained in the office of the Land Department. Agents will be found at the principal stations on the road, prepared to give information, aid parties in making selections, and forward their applications and money to the office of the Land Department at Omaha. All applications are subject to the approval of this office, and here the contracts are made out. Reduced rates for tickets and freights are given to colonists and settlers.

### **LAND EXPLORING TICKETS**

are issued, both one way and round trip, at a trifle over half fare, and may be found at most of the principal stations on railroads in the Western, Middle and Eastern States. A correct list of stations where land tickets may be found on sale is given in the PIONEER, a paper published by the Land Department. These tickets give passengers the privilege of stopping off at any or all of the stations along the road within the limits of the lands offered for sale, and entitle the holder to a credit of the full amount of the ticket, if he purchases one hundred and sixty acres, or upwards, or to a credit of one-half its amount, if he purchases eighty acres. Good hotels will be found at the principal stations on the road, where those in search of land will be accommodated at reasonable prices.

### **HOW TO REACH THE U. P. R. LANDS.**

All persons coming West are cautioned to be on their guard against runners, imposters and unauthorized agents that infest the railway stations in the towns and cities through which they pass.

It is always best to go directly to the railway offices, where you can obtain correct information, make the best arrangements possible, and secure the lowest rates allowed by the companies.

To avoid all annoyances, detentions and other inconveniences on the way, **BE CAREFUL TO PURCHASE**

### **THROUGH TICKETS TO OMAHA, NEB.**

These tickets may be obtained at all the principal Railway and Steamship Offices in the United States, Canada and Europe.

The following through railway lines start from all the principal points and connect with the

UNION PACIFIC RAILROAD, at Omaha, Nebraska.

The fare is the same by each route.

By examining the list carefully parties will have no difficulty in ascertaining which is the road to take from their starting place to reach OMAHA in the safest and most expeditious manner. The cost

Passengers from Pittsburgh, Columbus and Central Ohio, take the

PITTSBURGH, CINCINNATI & ST. LOUIS RAILROAD.

Passengers from Cincinnati and vicinity should take the

CINCINNATI, HAMILTON & INDIANAPOLIS RAILROAD, to Indianapolis, Peoria, Burlington and Omaha; or the

OHIO & MISSISSIPPI RAILROAD, to St. Louis and Omaha.

From Indianapolis and vicinity take the

INDIANAPOLIS, BLOOMINGTON & WESTERN RAILROAD, to Burlington and Omaha; or the

ST. LOUIS, VANDALIA, TERRE HAUTE & INDIANAPOLIS RAILROAD, to St. Louis and Omaha.

From St. Louis take the

ST. LOUIS, KANSAS CITY & NORTHERN RAILROAD; or the

MISSOURI PACIFIC, to Kansas City, thence the

KANSAS CITY, ST. JOSEPH & COUNCIL BLUFFS RAILROAD, to Omaha.

From St. Paul take the

ST. PAUL & SIOUX CITY, thence the

SIOUX CITY & PACIFIC, to Omaha.

All these are first class-roads, furnished with all the modern appliances for comfort and safety.

Parties in Chicago, and points east of Chicago, can obtain full information in regard to *cheap lands, free Homesteads and reduced rates of transportation*. And also secure *Land Exploring Tickets* from Chicago to all places on the Union Pacific Railroad, east of North Platte, at VERY LOW RATES, by applying in person or by letter to I. S. HODSON, No. 57 Clark Street, Chicago, ILL.

Full information can also be obtained at the *Union Pacific Railroad Office*, No. 287 Broadway, New York; M. H. Judd, Council Bluffs, Iowa; R. E. McCorkle, 132 Fifth Avenue, Pittsburgh, Pa.; Fred. M. Funk, 116 Market Street Philadelphia; W. L. Greene, 287 Broadway New York; James F. Aglar, 406 Pine Street, St. Louis, Mo.; D. C. Blackman, Nat'l. Hotel, Buffalo, New York.

## WHAT TO DO AND WHERE TO GO.

**T**HE Government and Railroad lands along the line of the Union Pacific Railroad are now the only available lands on the great Main Street across the Continent. The location of these lands is in the geographical center of the United States, and within the great central belt of population, commerce, and wealth, which, beginning at Boston, New York, and Philadelphia, embraces Buffalo and Pittsburgh, Detroit and Cincinnati, St. Louis and Chicago, and Kansas City and Omaha.

By the census of 1870 this belt was found to contain two-thirds of the population, four-fifths of the real and personal property, three-fourths of the schools, public libraries, and newspapers, and four-fifths of the number of churches in the United States.

The climate is a medium between that of the regions farther north, where the winter lasts half the year, and that of those nearer the Gulf of Mexico, where the summer parches the earth with its merciless heats. The atmosphere being dry, the extremes of temperature are not objectionable, as are those of the moist atmosphere of Eastern States.

The mineral districts contain gold and silver; also coal, iron, lead, copper, zinc, soda, salt, sulphur, alum, and borax; these afford a safe investment for the capitalist, also the assurance of an unlimited supply and cheap prices to the consumer.

The pastoral districts present extensive opportunities for the engaging in raising of horses, cattle, and sheep. No branch of husbandry offers more certain and profitable returns than stock-raising. The shipments of beef to England have, during the present year, exceeded 8,000,000 pounds weekly; all of which was fatted on the Western plains.

The towns, from their rapid growth, present openings for the success of stores and factories; the establishment of which would require but a small capital.

The farming districts possess advantages superior to those of any other section of the United States. The soil is of the best yet analyzed. The climate is not too cool for corn, nor too hot for wheat.



